

Mails.

NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW" Capt. H. Formes	WEDNESDAY, Noon, 30th December.
KUDAT and SANDAKAN	"BOERMO" Capt. F. Sembill	THURSDAY, 8 A.M., 31st December.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	THURSDAY, 5 P.M., 31st December.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 31st December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 28th December, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
HANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebutat	Ernest Simons	4th Jan./09, P.M.
MARSEILLES, VIA PORTS	Ernest Simons	Givard	5th Jan./09, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	18th Jan., P.M.
MARSEILLES, VIA PORTS	TOMKIN	Charbonnel	19th Jan., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 24th December, 1908.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	SHANGHAI	2nd half Dec.	JAVA	2nd half Dec.
TJIMAH	JAVA	1st half Jan.	SHANGHAI	1st half Jan.
TJILIWONG	JAPAN	1st half Jan.	JAVA	1st half Jan.
TJIKINI	JAVA	2nd half Jan.	JAPAN	2nd half Jan.
TJILATJAP	JAVA	1st half Feb.	SHANGHAI	1st half Feb.
TJIBODAS	JAVA	—	JAPAN	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDING, 1st floor,

Hongkong, 14th December, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANY'S

Wharf, 1st floor, 1908.

Intimation.

No. 1 DOCK.	No. 2 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shatin.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, (Canton), or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.
is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MAUGREGE & Co., Hongkong.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPERS or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sister.

Hongkong, 22nd April, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLA STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

31 QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

THE TIENTSIN-PUKOU RAILWAY.

According to the latest news from the North work has now fairly begun upon the Tientsin to Pukou Railway, for which, by the way, the original concession, that granted to the subsequently extinguished Yung Wing Syndicate, was given as long ago as the year 1897. The agreement under which the line is actually being constructed, with capital supplied jointly by British and German financiers was signed on February 13 of the present year, and the first sod was cut early in the past summer. But since that ceremony was performed, the information that has come out, in somewhat meagre dribs and drabs, has not been very satisfactory. Some parade was made of the sending of a commission to various Chinese metal works to ascertain how far they would be capable of supplying the requisite materials. A little later, we were told of the institution of a telegraph and telephone school at Tientsin where Chinese operators were to be trained for future duties along the railway, when it should be completed. It seems unfeeling to suggest that the line should be, after all, the principal object of care, and that telegraph operators might safely be left to a later date. During the past autumn the discovery was made that whereas a formidable list of managers, superintendents and deputy assistants had been retained, the majority of them were practically without any employment worth the name. Much time, also, had been wasted in wrestling with the claims of those who possessed ancestral burying grounds along the proposed route of the railway. Now, however, from Tsingchow, two days' journey southward of Tientsin, come decidedly more hopeful accounts. Gangs of coolies are reported to have been at work for the past six or seven weeks, and the embankment on which the line will run is completed for a distance of nearly eleven miles north and south of the city. The removal of graves appears to be giving more trouble than it did even in the case of the Shanghai-Nanking Railway. But the Governor of Tsingchow, we are told, has shown that he can handle his knotty question with equal firmness and humanity, and the population of Tsingchow is already optimistic as to the benefits which they begin to anticipate for their city.

Meanwhile considerable interest attaches to the Imperial Decree, dealing with the financial position of the railway. The terms on which the necessary capital was supplied are generally familiar: they are shaped in accordance with the now approved compromise whereby the Chinese Government has found it possible to reconcile the need of admitting foreign assistance with the desire to retain control in its own hands. Warnings have been heard to the effect that, so far as the British contribution is concerned, the agreement for the Tientsin-Pukou line does not properly safeguard the shareholders' interests; and that by this deficiency China's credit may be seriously impaired in the future. But it is obviously too late to raise this objection now. On the other hand it is of vital importance that the harmony of purpose between provincials and Government, at which the latter particularly professed to aim, should be preserved; and it is here, according to the decree, that the rift within the lute now appears. The principle, we are there told, on which the construction of the railway was undertaken was that the ownership of the line should ultimately be divided equally between the Government and merchants of the four provinces through which the line would pass. Bonds were to be issued to the extent of one-half of the total capital and these it was expected would readily be taken up by the provincials. Unfortunately the latter appear to be shy of the scheme; they show "considerable hesitation in taking interest in the construction of the said line." Considering that a period of ten years must elapse before the foreign capital can be repaid, and, consequently, before the railway will become entirely a native possession, it might be thought that the Government was prematurely anxious. But the records of railways under purely Chinese management are, with the one exception of the Kailash line some too good; and the urgent wording of the decree leaves it only to be supposed that there is far more behind the document than appears on the face of it.

Two reasons suggest themselves for the reluctance of provincials to take up the offered bonds. The first is hinted at by the decree itself, namely, that the forcible acquisition by Government of the privately owned shares in the Chinese telegraph system has had a very bad effect on the popular appetite for public undertakings. To meet this objection native capitalists are now informed, with the most moving urgency, that the bonds will be regarded as their own absolute property for so long as they please to hold them. The second probable reason, however, goes into deeper issues more difficult to be met. For some time we have witnessed a series of efforts on the Government's part to assert its authority over the provinces, and it is hardly probable that the provinces will submit without some effort at retaliation. If they suspect, as they probably do suspect, that joint ownership with Government means the loss to themselves of what might be called unofficial means of gain, what simpler course could they take than that of passive resistance to the whole scheme, which will compel the Government either to find the greater part of the foreign loan itself, or to allow the provincials what they would consider a better investment for their money? If this surmise is correct, the decree would not appear to have been very wisely conceived. There is no harm in an official assurance that the bonds now offered for sale will be regarded as inviolable. But to allow it to appear that the Government is in any way anxious as to the money being forthcoming is to undermine the whole position of authority which it has been at so much pains to secure; and the immediate effect of the decree is to make what should be regarded as a gracious concession appear now as an appeal for popular assistance. If the provincials shrink from subscribing, the alternative is that the Government should boldly face the prospect of exclusive ownership; and with proper control, economy, and the restriction of the burden of the line there is no reason why the Tientsin-Pukou line should not be remunerative enough to justify such speculation. —Y. C. Z. News.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1st UM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Abandon.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tau Kai.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

Y. C. Z. News.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

FANCY TOILET ARTICLES

VERY SUITABLE FOR PRESENTS

HANDSOME TOILET SETS, SILVER MOUNTED IN Fancy Leather Cases, HANDSOME PUFF BOXES, CUT GLASS BOTTLES in Great Variety, HAIR BRUSHES in Leather Cases, PERFUME SPRAYS, MANICURE SETS, SCISSORS in Cases.

RAZORS IN CASES,

By the Best Makers:
PATENT RAZOR STROPS, SHAVING MIRRORS, HAND MIRRORS, &c., &c., &c.

SMOKERS'

REQUISITES

A Very Fine Selection in Great Variety—MEERSCHAUM and BRIAR PIPES, CALABASH PIPES (a Special Assortment) SMOKERS COMPANIONS, MEERSCHAUM and AMBER CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES in real CROCODILE SKIN, SNAKE SKIN, &c. TOBACCO POUCHES in BEAVER, CROCODILE, SNAKE and DOB SKIN, &c. TOBACCO BOXES and JARS, ASH TRAYS.

All these Goods are of the Highest-Class and Specially Selected.

SUITABLE FOR

XMAS and NEW YEAR PRESENTS.

THERMOS FLASKS

A most useful XMAS PRESENT for SPORTSMEN, YACHTSMEN and TOURISTS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

HONGKONG, 19th December, 1908. 133

BIRTH.

On December 20, 1908, at Shanghai, to Mr. and Mrs. WILLIAM ORTWIN, a son.

MARRIAGES.

On December 18, 1908, at Shanghai, ERNEST ROCHFORD, 3rd son of Sir William Roe and Lady Hooper, of London, to GLADYS MAUD, 2nd daughter of Capt. and Mrs. F. H. Wallace, of Shanghai.

On December 22nd, 1908, at Shanghai, by the Rev. Father Le Gai, S.J., JUDITH, youngest daughter of the late Richard Markwick, Chief Assistant I. M. Customs, to MARCOS DE SOUZA.

DEATHS.

On December 18, 1908, at Tsingtau, MAX HOFMANN, manager of the Deutsch-Asiatische Bank, Tangtau.

On December 20, 1908, at Shanghai, RICHARD FRANCIS JAZZELTON, aged 48 years.

On December 22nd, 1908, at Shanghai, ALEXANDER MACLEAM, Canadian Government Trade Commissioner, aged 75 years.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 28, 1908.

PHILIPPINE SUGAR.

Much space is given at the moment by Manila exchanges to the question of Philippine sugar. It is suggested from Washington that while no change in the duties on sugar is to be expected, there may be an agreement to admit free from the Philippines a strictly limited quantity of raw sugar. There would seem no reason why America should not admit free whatever the Philippines can produce. According to the *San Francisco Chronicle* during the last fiscal year American imports of sugar of all kinds were 4,397,339,975 pounds, or 2,795,900 tons. The domestic product in addition in the same year was but 656,627 tons. Both the American imports and production are steadily increasing year by year, as is also the per capita consumption and the population. If all the sugar which the Philippines can produce were admitted free and all shipped to the United States the only effect it would have upon anybody would be the loosening of the grip of the sugar trust on the sugar market. In the opinion of our contemporary on the Pacific coast, it is not likely that it would do that for a long time, for the trust would soon manage to extend its tentacles to envelop the Philippine product. It would doubtless make the trust some bother, but as between the sugar trust and the Philippine public sentiment would certainly be with the Philippines. So long as America imports from somewhere such enormous quantities of sugar, there is no reason which will satisfy any impartial man why the United States should not get some

of it from the Philippines. The territory adapted to sugar culture in the Philippines is by no means unlimited. With every encouragement which free access to the home market could give it would be impossible for Philippine sugar to impair the profits of any domestic producer. And the importation of Philippine products is essential to the development of any commerce between the islands and America which would in any way compensate the U.S. people for the cost of their administration.

LOCAL AND GENERAL.

FOR breaking into No. 7, Queen's Road East last night and stealing 82 cigars, a coolie was, in the Police Court, sentenced to three months' hard labour.

THE total output of the three mines of the Chinese Engineering and Mining Company, Ltd., for the week ending December 12, amounted to 30,789.06 tons and the sales during the period to 30,263.80 tons.

THE *Shanghai Mercury* understands that it has been decided to hold the meetings of the International Opium Conference, which is to meet in Shanghai on the 1st February next year, in the Banqueting Hall of the Palace Hotel.

ON Saturday night members of the Victoria Gaol staff held their annual smoking concert in their mess room in Wyndham Street. There was an unusually large attendance, and the programme was enjoyed by all.

THE Commissioners-General of Customs have sanctioned the petition of the woolen mill at Jihui (colloquial: Zhi-hui-kang) to remit the lito on the manufactures of the mill for three years. The same privilege will be given to the owners of the woolen mills in Hupeh.

THE police were informed this morning of a burglary which was committed in the Robinson Piano Company's premises last night. The burglars gained admittance through a side window and stole about 100 Chinese records valued at \$100. No arrests have been made yet.

WE have received from the promoters of the Manila Carnival an artistic handbook giving particulars of the Carnival to be held from the 2nd to the 9th February. We have also to acknowledge receipt of the list of events in the second annual horse-show to be held in the same city.

LO CHEUNG, who was some time ago told to leave the Colony, received a surprise this morning at the Police Court by being sentenced to six months' hard labour. Lo's offence was returning from banishment and the prisoner was obviously grieved to discover that his presence was not wanted in the Colony.

WORK on the Prince Regent's Palace within the Forbidden Precincts is to be begun on the 24th instant. His Highness has given strict orders that there are to be no attempts at extravagance in decorations, etc., his only desire being that the new Palace shall be strongly built and comfortable, and not constructed in a slipshod manner.

AN Imperial Rescript has been issued commanding the Ministry of Posts and Communications to instruct the various postmasters to scrutinize all papers, books and letters in Chinese coming from abroad, in order to prevent the entrance into the country of seditious literature. All such are to be immediately destroyed as soon as discovered.

It is reported that H. E. Yuan Shih-kai has been persuaded to think that the Constitutional Government of the Netherlands will best suit the conditions of China and instructions have therefore been sent to H. E. Lu Ching-shiang, the Chinese Minister at the Hague, to translate the Constitution and laws of Holland for the consideration of the Waiwupu.

RETURN of visitors to the City Hall, Library and Museum for the week ending the 27th December, 1908, (excluding X'mas and Bank Holiday):—

	Library, Museum,
Non-Chinese.....	232 98
Chinese.....	133 2,085
Total.....	365 2,183

CHAN SUI MUI, described as a married woman with no fixed place of abode in the Colony, was arraigned before Mr. J. H. Kemp at the Police Court this morning charged, with the alleged theft of ten pearls valued at \$1,000 from 25, Staunton Street. Mr. C. E. H. Beavis (of Messrs Wilkinson and Grist) appeared for the defendant. The case was remanded till Tuesday, the 5th inst. Bail was allowed in the sum of \$1,000.

Two Chinese women were victimized in Queen's Road yesterday. One had her earring, attached to which was a jadestone drop, snatched from her right ear, doing severe damage, while the other woman had her gold earring taken away from her hair. In each case the rascals were captured. The first offender was sentenced to a year's gaol and to receive two whippings of twelve strokes each. The other was given a term of six months.

SACRIFICIAL worship is performed by the reigning Sovereign not only before the altars of deities of the Buddhist Pantheon but also at the temple dedicated to all the Emperors of former dynasties. Upon the accession of a new Emperor not only is he expected to sacrifice at this temple, but also at the tombs of the Ming Emperors, the immediate predecessors of the present Manchurian dynasty. The founder of the Ming dynasty, however, has his last resting place outside the South-gate of the city of Nanjing, and in accordance with etiquette, Imperial sacrifices must also be offered at his tomb. We understand the Manchurian Emperor General Shuang Fo has been instructed by Peking to offer sacrifices in the new Emperor's name before the tomb of the Founder of the Ming.

LADY LUGARD "AT HOME"

FUNCTION LARGELY ATTENDED.

The first "At Home" held by Lady Lugard, since her return to the Colony took place at Government House this afternoon. As usual the social function was in every way a complete success. It was very largely attended by a number of British and foreign residents and representative members of the Chinese community. Officers of the Italian cruisers *Fulvia* and *Veneto* and of the German flagship *Prinz Bismarck* were also present.

THE RECENT RIOTS.

PEACE PRESERVATION ORDINANCE SUSPENDED.

In a Government Gazette Extraordinary issued this forenoon, it is notified that, His Excellency the Governor being satisfied that it is no longer necessary for the preservation of the public peace to continue in force the proclamation issued under the authority of The Peace Preservation Ordinance, 1855, which was published in the *Government Gazette Extraordinary* of November 3rd, 1908, has been pleased to direct that the said proclamation should be cancelled and the same is hereby cancelled.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 26th December. The Canton-Hankow Railway Company has received a telegram from the shareholders of the Company at Shanghai to the effect that they will send a representative to Canton to audit the accounts of the Company. The Company has been requested to get the account books ready to be examined.

THE "YATSHAN" INCIDENT.

A circular issued by the Canton Self-Government Society convening a general meeting for the 25th instant in connection with the *Fatshan* incident reads as follows: "With reference to the *Fatshan* incident, Viceroy H. E. Chang has communicated with the Portuguese Consul to open negotiations for the settlement of the case. The Viceroy loves our people at his own sons, and the result of the negotiations will no doubt be satisfactory. The steamer *Fatshan* is a British vessel, and the British Consul at Canton has therefore every reason to be responsible in dealing with the case. Nothing but justice we are now fighting for, though we Chinese have not the jurisdiction over foreigners in China. At present, prior to the conclusion of the matter, we should remain quiet and await the result of the inquiry to be held; but in the meantime no agitation should be entertained." On the 25th instant, the meeting was held and there was as usual a large gathering. Nothing definite was passed at the meeting with the exception of some of the members of the society who made speeches on the matter referred to.

CLAN FIGHT.

On the 21st instant, a clan fight of a very serious nature took place in the village of Pak Tsang in the district of Shanui between the people of the clans Wong and Wu. The fight lasted for several days and a number of lives were lost on both sides, besides a few hundreds of houses in the village being destroyed by fire; order has not yet been restored. The reason of the fight is not known.

GUNPOWDER SMUGGLING.

On the morning of the 23rd instant, on the arrival of the steamer *Kianglung* from Macao, a passenger was arrested for being in possession of a quantity of gunpowder among his luggage. The smuggler has been sent to the Taoist Constabulary to be dealt with.

OBTAINING MONEY UNDER FALSE PRETEXTS.

A man named Chan Shiu Cho was sent to the Nambai magistrate by the British Consul for obtaining money under false pretences in the name of the agents of the China Light and Power Company. The delinquent has been sentenced to be exhibited in the stocks for ten days, on the expiration of which he will be sent back to his native district to be punished again by the local officials.

SACRED HEART COLLEGE.

On the 16th day of this month, H. E. Viceroy Chang Jen Chun will personally proceed to the Sacred Heart College to be present at the annual prize distribution.

CANTON-HANKOW RAILWAY.

The total amount this year to be paid as salaries to the members of the staff of the Canton-Hankow Railway is over \$400,000 and recently complaints have been lodged with the Company through the medium of the Press against the increases.

A TOKYO telegram, of 22nd inst., to the N. C. D. News, says:—The Diet was convened today. The situation is decidedly favourable to the Government. At a parliamentary banquet given this evening in honour of Marquis Nabeshima, Marquis Hoshikawa and Viscount Kiyoura, who have recently returned from China, the latter stated that the friendship between China and Japan was steadily improving and was more cordial than was supposed abroad.

THE American journalists at present touring Western Canada express themselves as astonished at the progress of settlement of late years, especially in the new country served by the Canadian Northern Railway, and at the quality and extent of the crops harvested. "At this rate Canada, in their opinion, will very shortly forge ahead of the United States, as the chief source of supply of wheat for export from the North American Continent. Even the best wheat-raising States, the Dakotas and Minnesota, are abandoning wheat as the main crop, and taking to mixed farming. Wheat must be raised somewhere, and the provinces of Alberta and Saskatchewan will fill the bill. With barely 500,000 acres in Western Canada under cultivation, wheat represents only about one in fifty acres of the available land. The time will come when Western Canada will be the bread-basket of the world."

GOVERNMENT HOUSE.

On Friday, 25th inst., H. E. the Governor and Lady Lugard entertained H. H. The Maharaj Kumar of Sikkim, attended by Major O'Connor, to dinner at Government House. Mrs. Noble and Miss Waters, who are on their way to Japan, are at present guests at Government House.

Yesterday Lady Lugard and House Party attended Divine Service at St. John's Cathedral.

To-morrow, the 26th inst., His Excellency the Governor and Lady Lugard are giving a dinner in honour of their Excellencies the Japanese Ambassador and Madame Kato.

The following guests have been invited—Sir Francis and Lady Pigott, and Miss Oxley, the Hon. Mr. May, C.M.G., and Mrs. May, the Hon. Mr. and Mrs. Pollock, Admiral of the Fleet Sir James Eakine, K.C.B., Lady and Mrs. Eakine, Commodore, Mrs. and Miss Lyon, Captain Eakine, R.V., Captain Marquis, L. Visconti, Captain Baron Meyers Hohenberg, H.E. Major-General Broadwood, C.B., Colonel Darling, R.E., Lt.-Colonel Chamier, C.M.G., and Mrs. Chamier, Captain Heathcote, A.D.C., the Rt. Rev. the Bishop of Victoria and Mrs. Lander, Mr. and Mrs. Funston, Comm. and Mrs. Volpicelli, Mr. Wilder and Mr. and Mrs. Scott.

FOREIGN UNIVERSITY IN JAPAN.

JESUIT FATHERS HAVE OBTAINED PERMISSION TO FOUND SCHOOL THERE.

As a result of the negotiations between the Holy See, through Cardinal Merry del Val, the papal secretary of state, and the Japanese government, the Jesuit Fathers are shortly to open a university in Japan, presumably in Tokio.

The proposed university is one of the results of the diplomatic mission entrusted to Archbishop O'Connell, of Boston, as representative of the Vatican at Tokio some two years ago.

At the request of the Pope the work is to be under the direction of the American Jesuit Fathers, but distinguished scientists and professors of the different sciences will be called upon to compose the faculty. American, French and German Jesuits are already on their way to Tokio. The first president of the institution is to be the Very Reverend William Rockhill, formerly the Provincial of the Jesuits in the United States. He is to be immediately assisted in the work of organization by Father Dahman, a well-known German scientist, and Father Boucher, formerly of the staff at Zikawei in China.

Through the good offices of the Japanese government and the liberality of a wealthy Japanese Catholic, a site for the new structure has already been donated; but as it has been found to be too far from the centres of education another site will have to be obtained.

The work of the institution is to be exclusively of a university character, along the exacting lines of European and American institutions of the same kind.

OPIUM CONFERENCE.

Rev. E. W. Thwing was one of the passengers driving in Hongkong by the s.s. *Asia* from Manila. He has been appointed by the Governor of Hawaii to represent the Territory at the Shanghai Opium Conference, as Hawaii also has an opium problem to settle. A Honolulu paper speaks of Mr. Thwing's work as follows:—

The International Reform Bureau of Washington, D. C., has invited Rev. E. W. Thwing of Honolulu to represent that body at the Shanghai opium conference, as its special secretary for China. He will secure leave of absence from his work, as superintendent of Chinese missions in Hawaii, and go to China to aid in this great movement.

Mr. Thwing plans, the latter part of this year, to visit some of the largest cities of China, and address gatherings of Chinese, and find out the exact condition of the present opium reform movement.

RUSSIAN VOLUNTEER FLEET.

The order for three ships of 5,100 tons and 15 knots speed, and two of 4,000 tons and 15 knots each, has gone to German builders at a total of Yen 3,700,000; one ship to be completed within ten months from date of contract; the other four within twelve months of the same date. The Japanese strove hard to capture the order, but their estimate was Yen 700,000 higher than the German; and the Germans agreed to certain clauses in the contract with which it was impossible for the Japanese to comply.—*Japan Advertiser*.

THE KAWASAKI DOCKYARD.

The vice-president of the Kawasaki Dockyard Company, Kobe, is reported by the *Osaka Jiji* to have said that there is no truth in the rumour that the Company's works will be purchased by the Government owing to the unfavourable condition of the business. At present there is plenty of work on hand in spite of the general financial and trade depression. The vessels under construction at the Dockyard or ordered include two of 8,400 tons each for the Nippon Yusen Kaisha; three for the Osaka Shosen Kaisha; a torpedo-boat destroyer for Siam; and four dredgers for the Government and Tokushima Prefecture. A steam turbine for a battleship building for the Imperial Navy is also being made at the Dockyard. At the Company's branch works, Yamashiro, are being constructed for the Hogo and Hanshin electric lines, locomotives and bridges for the Imperial Railway Board, the framework of a pier for Fusan, and pipes for the Osaka waterworks. The number of persons employed by the Company has steadily increased of late years and in every respect it may be regarded as a flourishing concern. The Vice-President also said that the Government was not in need of the Dockyard at present, and was planning to sell it to a private company.

A NOTABLE CELEBRATION.

S.S. "KWONG SANG'S" 100TH VOYAGE.

We notice that the well-known coaster, the *Kwong Sang*, lying at the Hongkong and Kowloon West Point Wharf, is gaily decorated. This is not only emblematical of the festive season, but because she is at present on her one-hundredth regular trip, from Shanghai and Swatow to Hongkong and Canton, during which time, she has never, to use a nautical expression, broken a rope yarn. We congratulate the Indo-China S. N. Coy on her performance and wish success to the *Kwong Sang* and her genial commander, Capt. W. P. Baker.

JUNK "WHANG HO"

DISMANTLED AT THURSDAY IS.

The notorious Chinese junk *Whang Ho*, which left here in January for New York, and which was recently placed on the overdue list and thought by many to have gone to Davy Jones' locker, is at Thursday Island in the South Pacific in a dismantled condition, reports a San Francisco exchange, of 23rd ult. The British steamer *Aloua* arriving at Victoria yesterday, reported that the junk had been picked up by a cutter and towed to Thursday, where she now lies a hulk.

Reinsurance was quoted on the freakish craft at a high rate, and many thought it an easy play "not to arrive." Details as to the adventures of the *Whang Ho* and her crew were not contained in the dispatch received at the Merchants' Exchange yesterday.

The *Whang Ho* was brought out here two years ago, from China and placed on exhibition as "a relic of old China," but as such did not realize the expectations of her managers, who later decided to take the craft around the Horn for the edification of sightseers at Coney Island. Leaving here in January last the Chinese junk some months later, after many adventures found itself at Papete, where the crew immediately deserted and returned here on the steamer *Mariposa*. Another crew was secured and the voyage to New York once more begun. Since the *Whang Ho* left Tahiti several months ago nothing has been seen or heard of her until she was picked up by the cutter, as reported by the steamer *Aloua*.

CHINA AND AMERICA.

TANG SHAO-YI'S MESSAGE OF GREETING.

Following is a translation of the message of greeting from Tang Shao-yi, special ambassador from the Chinese empire, to the people of the United States:—

I am commanded by my sovereign to come to your country for the purpose of thanking your government for its magnanimous action in remitting a portion of the indemnity, with hopes that the relations between the two countries will become closer.

I have been greatly impressed to-day on my arrival with the business activity and rapid growth of San Francisco. This is a matter for congratulation. I avail myself of this occasion to send my personal greetings to the American people.

TANG SHAO-YI.

Special ambassador to the United States. Sent by his Imperial Chinese Majesty.

ORIENTAL BURIAL CUSTOMS.

The ordinary coffin used in Smyrna is made of pine wood, for the reason that it practically is the only one to demand. It is very cheap and supplied by carpenters to coffin dealers, who in turn decorate it with covers of black and white cloth and adorn it otherwise with gold or silver trimmings. The price depends to a great extent upon the financial circumstances of the purchaser. Therefore, a coffin may sell for \$5 to \$25. Some dealers occasionally give a coffin free to some poor man out of charity. There are also coffins made of walnut and mahogany, but these are very expensive; the price being \$50 to \$75 each, even without covered cloth or trimming, as the wood itself is beautiful enough in its simplicity.

There are about twelve coffin dealers, or establishments in Smyrna, two of which only rent coffins. This is a system generally practised among the native population of the Orient, which suits many people, for the reason that for a nominal sum of \$1.50 the burial expenses may be covered, the coffin being returned to the dealer. The practice, however, may often lead to the spreading of contagious diseases. The majority of the coffin dealers have also protested the renting of coffins, for it spoils the trade generally, but the municipality has steadily refused to interfere.—*Consular Report*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 28th at 11.55 A.—The depression is moving away over the Pacific to the E.N.E. of the Bonins, and the barometer has risen considerably in S. Japan.

Pressure has increased slightly in S. China and given way moderately in N. China. Another depression is probably advancing towards Manchuria from the Westward. Pressure is highest over the Yangtze Valley. Fresh to moderate monsoon may be expected in the Formosa Channel, and strong monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 5 A.M. to-day, 28th December.

FOURCAST.

1.—Hongkong and North Island, N.E. winds, fresh to moderate, 6 to 10.

2.—Former Channel, same as No. 1.

3.—South coast of China between Hongkong and Lintin, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

DIFFICULTIES OF LOAN SECURITY REMOVED.

[By courtesy of the "Shung Po"]

Peking, 27th December.

H. E. Yuan Shih-kai has removed the difficulties in respect of security which beset the raising of the loan (with the British and Chinese Corporation) for the construction of the Hunan-Hupeh section of the Canton-Hankow Railway.

KWANGSI DEFENCE.

APPROPRIATIONS IN AID REFUSED.

[By courtesy of the "Shung Po"]

Peking, 27th December.

The Governor of Kwangsi has asked for authority to retain the instalment of the Boxer indemnity as appropriation in aid of local defence purposes.

The Board of Revenue has refused to grant the request.

PRINCE CHING'S SON.

HIGH APPOINTMENT PROPOSED.

[By courtesy of the "Shung Po"]

Peking, 27th December.

Grand Councillors Yuan Shih-kai and Chang Chih-tung have recommended that Prince Ching's son, Tsai Chun, should receive a high appointment.

The Prince Regent has acquiesced in the suggestion.

No objections have been raised to the proposal by Prince Ching himself.

THE DALAI LAMA.

DEPARTURE FROM PEKING.

[By courtesy of the "Shung Po"]

Peking, 27th December.

On the eve of his departure the Dalai Lama was in receipt of presents from the Foreign Diplomatic Corps.

The Russian Minister made him a present of 20,000 (? taels).

Later.

Many statesmen saw the Buddhist Pontiff off; amongst others was the president of the Ministry of the Interior, according to whom the Dalai Lama did not wear a very pleasing countenance upon taking his departure.

THE LATE MR. W. R. CHUNYOT.

FORMER HONGKONG RESIDENT DIES IN MANILA.

The Manila *Cableman*, of 25th inst., says:—The friends of Walter E. Chunyot, Assistant Chief Surveyor, Bureau of Lands, will learn with deep regret of his death, on December 23rd at San Juan de Dios Hospital, Manila, at the age of thirty-two years. He had been ill for several months with an aneurism of an artery due to a strain. A trip to Hongkong to rest and visit his family during November seemed to do him a great deal of good, but on December 19th a severe attack compelled him to go to the hospital where he received every care and attention. No doubts of his ultimate recovery were entertained until within a very short time of his death.

Mr. Chunyot was born in Melbourne, Australia, and came to the Philippines before the American occupation and worked with a commercial firm in Manila. Late in 1901 he was appointed a surveyor in the office of the Provincial Surveyor in Iloilo, where he remained until October, 1905, when he was transferred to the Moro Province as a junior engineer. In February, 1905, he was transferred to the Bureau of Lands as a surveyor, where he remained until his death.

His work was characterized by accuracy, promptness and attention to detail.

All persons with whom he came in contact, whether American, English, Spanish or Filipino, became his friends. The family of Mr. Chunyot has lost a most valuable member and those who knew him a pleasant and valued friend and companion.

His mother and several brothers and sisters live in Hongkong and were much distressed by his death.

Telegrams.

[Reuter's.]

Student Riots in Paris.

LONDON, 25th December.

There have been riots in Paris, by the medical students, who protest against the new examination rules.

The Republican Guards charged the rioters, and many were injured.

Cost of the Battleship Cruise.

The cost of the cruise of the American battleships is £10,000,000, the coal alone costing £5,000,000.

Venezuela.

Venezuela has resumed friendly relations with Columbia.

President Castro, interviewed, said he would not hamper the new Government from settling the country's disagreements with foreign nations, even though it involved his own withdrawal from activity.

The Riots in Paris.

26th December.

Fifty-two police and Republican Guards were injured during the recent riots; fifty six of the rioters will be prosecuted.

Assault on President Fallières.

While walking in the morning in Paris, with his secretary and A. D. C., President Fallières was seized by the neck by a waiter named Mattis who tried to pull the President's beard.

Mattis was arrested.

He is supposed to be a Royalist.

He grappled with the President and rolled him on the ground.

President Fallières, whose ear was scratched and stick broken, proceeded with his walk and lunched with his usual appetite.

The Recent Riots in Paris.

The unpopular medical examination has been withdrawn and M. Clemenceau has censured the chief of police for introducing police into the examination hall simulating candidates.

Russia.

The Duma has adopted a resolution warmly sympathising with the kindred Slav peoples, and hoping that the Government will safeguard their interests.

SUGAR IN JAPAN.

REPEAL OF DUTY ON UNREFINED SUGAR URGED.

Referring to the rebate on sugar duty, which bids fair to become one of the important questions in the forthcoming session of the Diet, the *Jiji Shimpō* says that the operation of the sugar duty rebate law now in force will expire on March 31st, 1909, and much discussion is now going on as to the advisability or otherwise of continuing it in force. According to the provisions of the existing law in the event of refined or rock sugar being manufactured and consumed in the country from imported material below No. 8 Dutch standard a rebate of ¥.45 per 100 kin is allowed, while on qualities between Nos 8 and 15 the rebate made is ¥1.05. Further, if the sugar is exported the rate of rebate allowed is ¥1.65 and ¥2.25 respectively. The repeal of the law will greatly affect the interests of sugar manufacturers, and it is not therefore surprising that they should do their utmost to ensure its continuance. The present rebate is based on the import duty on unrefined sugar, the arrangement being that in case of export the whole of the duty, and in case of domestic consumption about 10 per cent less than the duty, is to be returned. This complicated system of rebates is due to the desire of Government to afford protection by means of a tariff policy to manufacturers of refined and unrefined sugar at the same time. All sugar below No. 15 Dutch standard is used exclusively as material for refined sugar, and if the Government was desirous of encouraging the sugar industry the importation of unrefined sugar should have been allowed duty free. The existence of the import duty on the product, however, was suggested by the desire to protect Japanese manufacturers of unrefined sugar against foreign competition. Properly speaking, continues the *Jiji*, the duty on refined sugar should also be increased to a certain degree so as to compensate sugar manufacturers for the loss they are obliged to incur by the use of material which is taxed. The Government, however, is unable to do this owing to the existence of the Conventional tariff, and it has consequently been compelled to resort to the complicated system of rebates now in operation.

So long as the Government aims to protect manufacturers of both refined and unrefined sugar against the Conventional tariff stipulations, continues the *Yokohama Specie*, the existence of such a system of rebates is inevitable. It must be presumed that the cause of all the trouble is to be sought in the existence of an import tariff on unrefined sugar. If this were abolished the question would be easily solved, as there would be no necessity of retaining the system of rebates now in force. Some may think that the free importation of unrefined sugar would damage the Japanese industry, but the latter has now progressed to such a stage as to be able to hold its ground against the foreign product, which, though it may be admitted duty free, is handicapped by freight and other burdens. Even supposing it were necessary to retain the import on unrefined sugar there would seem to be no necessity for effecting a rebate amounting to almost the whole of the duty on refined sugar intended for domestic consumption. Although, concludes the *Jiji*, the rebate law requires a thorough revision, as its interpretation at present means much loss to the country.

SHANGHAI PROSPERITY.

CONTRIBUTORY FACTORS.

It is only in certain lines of business that, as yet, we can say there has been a change for the better in the trade conditions of the settlement. Just as one sees outside the mouth of the Yangtze, while still in sea water, lines and streaks of the silt bearing current which a little farther on is to occupy the whole area of the estuary, so is it now in the sea of depression through which we have been ploughing our way for the past three years. We are not yet in the full current of success, but there are signs that we shall arrive there in time.

Meanwhile it will be worth the trouble to consider for a few moments what really are the factors on which the prosperity of the settlement depends. What is it that makes the difference between a period of depression such as we have been passing through and a time of buoyancy such as was seen in 1905? In a sense it may all be summed up in one word, Trade. With trade Shanghai is happy; without it, miserable. In the rough that is true. But without some analysis it does not help us much. Trade is made up of imports and exports: To be really healthy the one should balance the other. It is not to be expected that China can afford to buy without selling. The first thing, therefore, for the importer to think of outside his own particular sphere of action, is how he can aid in the increase of Chinese exports. Is it too much to hope that some day the native taxpayer may be induced to copy his Indian contemporary and prepare his tea in such a manner that the British, American, and Russian markets may turn to him once more? Shanghai influence should be used unceasingly to this end, for certainly here we have one of the factors of our past prosperity, if not of the present. So with some other staples we might name:

Similarly western influence should be brought to bear as much as possible in the development of all the natural resources of China, or mineral wealth is hardly touched as yet. To Shanghai it is a matter of secondary importance whether this be done by native or foreign money. When it is done, China will be so much the richer, and so much the more prepared to buy for her people, though they are not miserly, and will buy luxuries when they have the wherewithal. Western education, then, should be pushed as much as possible. It creates new tastes, it discloses new sources of wealth, and predisposes those who benefit by it to a wider and more enlightened intercourse with the rest of the world.

At the moment one of the main factors of our prosperity is quite beyond our control. We refer to a stable currency. China has no stable currency. Her new talen coins when on the market, if they ever get there, will be just as unreliable, just as subject to outrageous rise and fall as the Mexican dollar or the lamp of sycee. It will not be possible for China to face the world with a coinage which will give the security which steady trade wants till she has a backing of gold, as India has. This is a matter on which we should never be silent till it has been settled according to the highest and best principles.

It may take time: it has taken time to get due attention paid to another prime factor in our well-being, the conservancy of the river. But at last that is being done, and in due course we may hope to be so much the better off by reason of the work Mr. de Rijke is now doing. At the same time, it must not be imagined that in tackling it we are tackling a problem which can be begun and finished at any fixed date. That can only happen when the river has ceased to run. Though skilled direction can do much to make a stream take care of its own course it cannot do everything, and, especially at the mouth, efficient scouring can be secured only at the cost of constant supervision.

One factor in the success of the Settlement we have long had with us—efficient Municipal management. The occasional periods of adverse criticism of our Councils have but marked the rule of general satisfaction. It is a question whether or not we have now arrived at a time when a change would be for the benefit of the Council itself as well as for the community. It might well be argued that a growth of five hundred and more per cent in population, revenue, and expenditure might well call for some modification in the method of government. We have already suggested that the Community should consider the question of an enlargement of the Council and of the inclusion in that enlargement of some Chinese Councilors whom we could trust. For it is almost certain that without some such concession there is little chance of our getting the extension which has now become so necessary as another factor in our success.

Last of all, and perhaps as important as any, we come to the necessity of a thoroughly good understanding with our native fellow-residents. That such an understanding has been growing of late we are delighted to think: that it may continue until every resident native and foreign is fully convinced that our prosperity depends on our perfect good-will the one to the other is what we earnestly desire. Then, if our suggestion is acted upon, if the Chinese Government is willing to let us expand as our needs require without haggling over every square yard, then, with returning confidence, there should be such progress and such prosperity as we have rarely seen.—*Shanghai Mercury*.

NEW JAPANESE TORPEDO.

Mr. Shigetaro Yamashita, an engineer in the Nagasaki Ordnance Depot, belonging to the Yokosuka Naval Station, has invented a new style of torpedo which, according to the *Jiji Shinbun*, will strike what it aims at beyond an island or promontory lying between the point of discharge and the aim. It is so made as to make a circuitous course after striking an intervening obstacle, when it will cause no explosion. The device has been bought by the Navy Office, and the inventor will be given a decoration of the 7th Order.

AN EXCITING CHASE.

PAUL FLOER ELUDES HIS GAOLERS.

The following report from the *Shanghai Times*, of 3rd inst., gives particulars of the escape of Paul Floer from police custody, recorded in our telegram of that date.—A rather sensational termination followed upon the completion of the arrest trial in H. B. M.'s Supreme Court on Monday when Paul Floer was sentenced to two years' imprisonment, for before he could be safely lodged in His Majesty's gaol, Floer had eluded his gaolers and was at liberty.

He was sentenced a few minutes before six o'clock, and was taken charge of by the Chief Gaoler, Mr. J. A. Chandler, whose duty it was to convey him to H. B. M.'s Gaol which is situated in Amoy Road. Here Floer was to undergo his imprisonment with hard labour for two years, in addition to the period of nine months to which he was sentenced last month on a charge of extortion. The night was exceedingly dark, with a heavy and incessant rain falling, and the gaoler procured a couple of rickshas for his own and the prisoner's conveyance. The two left the British Consular compound shortly after six o'clock, and went along the Yuen-ming-yuen Road for a short distance, before entering the rickshas. The prisoner took the first ricksha, the hood of which was up, his gaoler following in the other, close behind. At Peking Road they turned to the right, and from here the gaoler kept his eyes upon the ricksha immediately in front of him, in which he understood Floer to be riding. But in this he proved to be mistaken, for on reaching the junction of Chekiang and Peking Roads the ricksha in question turned off in the opposite direction to the gaol, to the surprise of the gaoler. The latter's surprise became even greater when he jumped out of his own ricksha and found the vehicle in front of him to be occupied by a Chinaman and not Floer, who by this time was missing.

In the circumstances the gaoler did the only thing possible for him to do, viz., raise the alarm. This he did by communicating with the Central Police Station, and from there prompt orders were issued to all the other police stations to turn out their men to intercept the escaped convict. The detectives responded with promptitude and instituted inquiries at all the shipping offices, searched every steamer leaving and about to leave, in fact did everything in their power to prevent the prisoner from leaving the Settlement. Floer, though a convict, was not attired in prison clothing; he wore a light check suit, brown shoes, soft brown hat and a blue overcoat. His description was circulated to all policemen on duty, who kept a sharp look-out for him all the night. To Constable Walls, of the Hongkong Police Station, fell the credit of Floer's capture within a few minutes of one o'clock yesterday morning. The constable himself had never seen Floer before and all the more credit is therefore due to him for his smart piece of work. Floer was proceeding in a ricksha along the Hanbury Road from the Boone Road and was first noticed by Constable Walls as he was passing the Hongkong Fire Station. The hood of the ricksha was up and his suspicious being aroused the constable ordered the cooie to stop. He then questioned Floer, who did not deny that he was the man wanted, and willingly accompanied his captor to the Hongkong Station where he was at once identified as Paul Floer. He was searched and in his possession the sum of \$12 was found—seven silver dollars in his pocket and a five-dollar bill concealed inside his hat. When he left the Court, Floer is said to have had no money. In the meantime the detective force had been scouring the whole of the settlement for the missing man, while two of their number had journeyed by trolley to Woosung and there chartered a junk by which they visited the various steamers. There was a continual downpour of rain all the night and practically every detective who took part in the search got a thorough drenching.

As to Floer's movements between the time of his escape and his re-capture the reports are somewhat contradictory, but it is probable that after getting clear of his gaoler he went along Peking Road as far as Sir's Road and then by Carter Road to Bubbling Well Road. Here he appears to have met an acquaintance with whom he had a conversation, afterwards proceeding by way of Mohawk Road into Frenchtown and to the Kashiung-Bangchow Railway. Being unable to find a suitable means of exit from the city by rail so late at night he returned to this side of the Settlement, only to be re-captured. Yesterday morning he was brought up to H. B. M.'s Consulate where it was expected a charge would be laid against him in the police court, but after considerable delay he was handed over once again to the Chief Gaoler who having put on the handcuffs escorted him back to the gaol where, after an investigation, he will be dealt with for a breach of prison discipline.

THE COMPLAINTS of the collector of customs against the cruelty practised on certain cattle ships in the business of transporting cattle from the China coast to Manila has come to a head by the commencement of proceedings in the Court of First Instance against F. W. Bull, the master of the steamship *Standard* which, on the 2nd day of December steamed into Manila with 677 head of cattle without providing suitable means for securing such animals while in transit, so as to avoid cruelty and unnecessary suffering to them.

ALLEGED CRUELTY TO CATTLE.

CHARGES AGAINST STEAMER'S CAPTAIN.

The complaints of the collector of customs against the cruelty practised on certain cattle ships in the business of transporting cattle from the China coast to Manila has come to a head by the commencement of proceedings in the Court of First Instance against F. W. Bull, the master of the steamship *Standard* which, on the 2nd day of December steamed into Manila with 677 head of cattle without providing suitable means for securing such animals while in transit, so as to avoid cruelty and unnecessary suffering to them.

It is charged that Captain Bull failed to provide stalls for the animals in transit and suitable means for tying and securing them. They were tied by their noses and the result was many of them reached Manila dead or dying and others in a mutilated condition. These charges were filed by the prosecuting attorney yesterday, reports the *Cebu American* of 24th inst. and Mr. Bull was arrested on a warrant issued by the court and is now awaiting trial.

THE REVOLT OF WOMAN IN CHINA.

The changes that are taking place in the Far East are amazing in their rapidity and completeness. This is proved by the testimony of many witnesses, as readers of the current newspapers and periodicals may easily learn. The suddenness with which the Oriental mind rushes from one extreme to another and follows the light as soon as it appears is amply proved by the last fifty years' history of Japan. But China is not to be left behind. Political, intellectual, and social life are undergoing metamorphosis. Peking has decreed a constitutional government and a house of representatives; the old educational system has been revised by a Chinese Richey. The exclusive study of the so-called "classics" has given place to a broader system in geography, physics, mathematics, and other branches of Western curriculum are prominent. This is set forth at some length in a series of articles published by Albert Maybon, in *La Revue* (Paris), in the number of which he shows how far reform has invaded Chinese social life and aroused the self-assertion of the tender sex. This writer records the remark "of many Orientalists" to the effect that:

"If under the breath of reform the family, which is the essential basis of society, falls to pieces, and modifies its present constitution, we shall then be able to predict the dawn of a new China."

Disintegration, renovation, he proceeds to show, have appeared in the family institution as it has for centuries existed in the Middle Kingdom. During these centuries the daughter was a mere chattel, her feet were crippled and deformed by artificial means; she lived within the walls of the women's apartment, in carelessness and ignorance; she was married without being consulted as to her choice of a husband. In 1891, we read, Kung-yen-wei, the leader of the social-reform movement, who has been styled "the modern Confucius," published, as the main principle of his teaching, "Now is the time for a democracy" in China wherein the masses take part in the government and the sexes enjoy equal liberties. Thus he is looked upon as "the founder of Chinese feminism." This movement has since then become organized. An association to promote the preservation of "natural feet" was first instituted by the wife and two daughters of the Viceroy Tzu-hsiang. But associations of much more radical character were soon multiplied, declares Mr. Maybon. To quote his words:

"Such associations are day by day becoming more numerous. Oftentimes, under the pretext of opposing the fashion of 'little feet,' they make it their object to effect a complete reform in the family relations. In a large number of places the young women no longer found a club than they proclaim themselves 'girls who intend to follow their own will.' They take an oath that they will choose their own husbands, and, if they think it necessary to their happiness, they will rebel against the orders of their parents."

These women also take a keen interest in politics, as we learn from the following statement:

"The feminist propaganda is largely promoted by these associations of women, who now take part in political discussion and furnish a new impulse to political movements. For instance, it was the young women of the province of Che-Kiang who protested at their meetings against obtaining a loan from England to build an important railroad, and proved the sincerity of their words by their deeds, for they immediately invested \$100,000 in the stock of the Chinese company. It is thanks to such societies that the childless widow and the divorced wife are not abandoned, as heretofore, to a lot of misery. Such unfortunate cases are given new interest in life and furnished with positions in the government offices and in banks or hospitals. Those who are educated are sent to Japan to take up courses of study. If they are without resources, they are provided for by their associates."

Even the Government at Peking finds itself compelled to recognize the growing spirit of feminism. One imperial edict has made illegal the mutilation of the feet and another has made the education of girls compulsory. In the words of this document, "The good education of the citizens of the Empire depends upon the good education of our women." And a little farther on we read, "Women as well as men ought to practise a profession. They ought not to pass their life in eating and gossiping without any serious employment."

"There is little of the Asiatic in such terms as these," exclaims Mr. Maybon. It is also a remarkable sign of the times that Chinese women are growing heartily tired of the wearisome and grotesque legends, or the tales of domestic tyranny and intrigue, which their native writers have hitherto supplied them with. They are now reading Jules Verne and Defoe, and "Mae Friday" is now as "popular with them as with Europeans." Translations of books of travel, French and English, are eagerly bought, and the "Looking Backward" of Bellamy is found in almost every Chinese bookstore. During the present year two important works of romance by native authors have appeared, one with the significant title "Free Marriage"; while the other is "The Stone of Nio-Wa"—an apology which makes use of figures in Chinese mythology to ridicule and satirize old Chinese customs, social and religious, and to promote feminism. It is said to be a mixture of Swift and Rabelais in style, and its object is "to awaken the people and to set them on the way to a new order of things." On this subject Mr. Maybon concludes his observations with the words:

"The old literature is doomed with the social conditions from which it originated. Amid a new society in which the two sexes shall enjoy equal rights, a new literature must arise." Translation made for *The Literary Digest*.

To-day's Advertisements.

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 920, EXCHANGE BANKS will be CLOSED for the Transference of PUBLIC BUSINESS on FRIDAY and SATURDAY, 1st and 2nd January, 1909.

Hongkong, 28th December, 1908. [1114]

PONIES! PONIES! PONIES!

WITH the permission of the Stewards, Hongkong Jockey Club, the Under-

SIGNED will sell by

PUBLIC AUCTION

within the Race Course Compound,

on

WEDNESDAY

next, the 30th December instant, at 7:45 A.M.,

ONE DUN PONY,

ONE BAY PONY,

ONE GREY PONY,

Griffins purchased in Shanghai last Autumn and eligible to run as Derby Griffins at our next Race Meeting.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th December, 1908. [1115]

PUBLIC AUCTION.

THE Undersigned have received instructions

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 30th December, 1908, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A RARE COLLECTION OF

FINEST JAPANESE HUMAN WORKED

PLANTS IN POTS,

Comprising:

CYPRUS, AZALEAS, PLUM TREES,

SAGO PALMS, BAMBOOS and CEDARS.

TERMS.—As usual.

Such an opportunity of acquiring beautiful

Japanese Plants seldom occurs.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th December, 1908. [1116]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

will be despatched for the

above Ports on FRIDAY, the 1st Jan., 1909,

at 12 o'clock Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,

General Managers,

Hongkong, 28th December, 1908. [1117]

COMPAGNIE DES MESSEGERIES

MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Rebuffat, will be despatched for the

above Ports on or about the 4th January, 1909.

For Freight or Passage, apply to

P. NALIN,

Acting Agent.

Hongkong, 28th December, 1908. [1118]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM MIDDLESBRO, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the Godowns and for extra

charges Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.,

whence and/or from, the wharves delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 1st prox. will be

subject to rent.

All Claims against the Steamer must be presented

to the Undersigned on or before the

7th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 31st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 28th December, 1908. [1119]

JAPANESE SUBSIDIES.

Now that so much discussion is going on

with regard to the question of subsidies to

steamship services, it is interesting, the *Yokohama*

Mail remarks, to note exactly what this country

is actually paying on that account. The

following are the figures:—

Service.	Yen.	Company.
European.....	2,771,000	N.Y.K.
Seattle.....	651,000	do.
San Francisco.....	1,019,000	T.Y.K.
Australia.....	431,000	N.Y.K.
Adjacent Eastern Seas.....	530,000	do.
Hakodate-Saghalien.....	150,000	do.
Hakodate-Vladivostok.....	140,000	O.S.K.
Yokohama.....	321,000	do.
Yokohama-Nishinoshima.....	800,000	Nishinoshima
Kaisen		
Kaisha		

It appears to us very probable, our Yokohama contemporary observes, that, in the case of some of the above services, the Government will give the companies concerned the option of having their subsidies reduced or adding to their lines without any addition to the subsidies. In both cases the companies would receive less in practice, for either their subvention would be cut down or they would have to work harder to earn it. Of course, in addition to the above figures there are the sums paid by the Treasury for encouraging navigation and shipbuilding, but the latter are not so much a direct payment as the former, and there is no precise necessity to consider them.

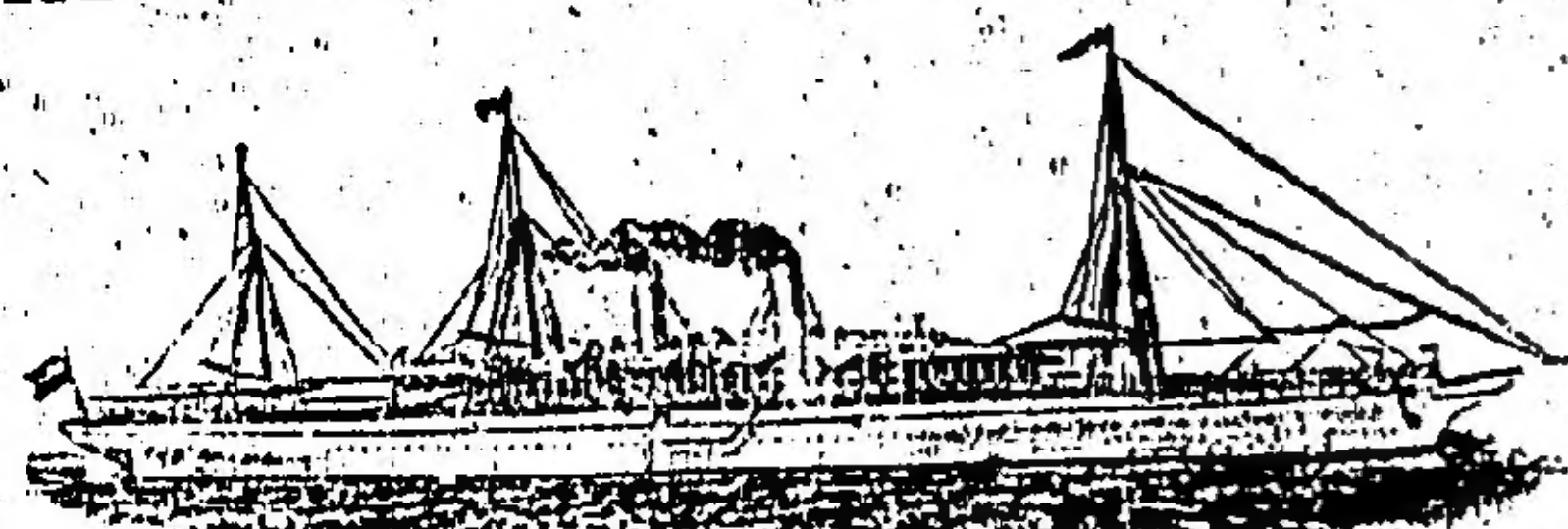
Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 8, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library. Ladies are eligible as Members. Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
K.M.S.	TONS
"EMPEROR OF JAPAN".....6,000.....SATURDAY, Jan. 16th.....Feb. 5th, 1909.	
"EMPEROR OF CHINA".....6,000.....SATURDAY, Feb. 13th.....March 5th	
"EMPEROR OF INDIA".....6,163.....TUESDAY, Mar. 2nd.....April 1st	
"EMPEROR OF JAPAN".....6,000.....SATURDAY, April 1st.....April 2nd	
"EMPEROR OF CHINA".....6,000.....SATURDAY, April 1st.....April 2nd	
"EMPEROR OF JAPAN".....6,000.....SATURDAY, May 1st.....May 2nd	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on.....£40. " " £42.
Steamers, and 1st Class on Railways.....

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANGI.....	TUESDAY, 29th Dec., Noon.	
SHANGHAI.....	TUESDAY, 29th Dec., 4 P.M.	
MANILA.....	THURSDAY, 31st Dec., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE.....	FRIDAY, 8th Jan., 4 P.M.	
& MOI.....	MONDAY, 11th Jan., Noon.	

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kiungang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Newchwang &c.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61, Hongkong, 26th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
HOIHOW & HAIPHONG.....	"HUPEH".....	29th Dec., 10 A.M.
MANILA.....	"TEAN".....	29th " 3 P.M.
AMOI & SHANGHAI.....	"KASHING".....	29th " 4 P.M.
CHEFOO & DALNY.....	"HANYANG".....	29th " "
SHANGHAI.....	"SHAOHONG".....	29th " "
SWATOW, FOCHOW & SHANGHAI.....	"YUNNAN".....	30th " Noon.
MANILA.....	"TAMING".....	31st " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS.....	"OHANGSHA".....	31st " 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Rates, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 28th December, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
CAIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 2nd Jan., at Noon.
RUBI.....	2540	Almond.....	"	SATURDAY, 9th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Telephone No. 11, Hongkong, 28th December, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 29th inst., at 12 o'clock Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 28th December, 1908. [1108]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI."

Captain Williams, will be despatched at above on TUESDAY, 5th January.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents (India Line, Ltd.).

Hongkong, 28th December, 1908. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched at above on WEDNESDAY, the 6th January, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th December, 1908. [1095]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports about end of January, 1909.

For Freight or Passage, apply to SHEWAN TOMES & Co., Agents.

Hongkong, 24th December, 1908. [1112]

THE BANK LINE LIMITED.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, E.C., SEATTLE & TACOMA, VIA MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
Inveric.....	4,789	Boyd.....	Jan. 14
Baveric.....	4,445	Mathie.....	Feb. 11
Baveric.....	6,232	Shotton.....	Mar. 11

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th December, 1908. [1120]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., Agents, 20, Queen's Road West, Hongkong, 28th Dec., 1908. [1111]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for AFRICA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 9th January, Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Persia, due in London on 20th February, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. BOWETT, Superintendent.

Hongkong, 26th December, 1908. [1072]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK Only.....29th Dec.

S.S. "SIRH".....

FOR BOSTON & NEW YORK: S.S. "MUNCASTER CASTLE".....19th Jan.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 24th December, 1908. [1041]

Intimations.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TARTAN) FORM.

SELF CURE NO. 1. MARVEL UPON MARVEL.

NO SUFFERER, BUT NOW DESPAIRING, can now be cured by the use of THERAPION.

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in the department of medical science, and thousands have been restored to health and happiness in a few years previously had been merely dragged out a miserable existence.

THERAPION NO. 1.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 2.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 3.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 4.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 5.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 6.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 7.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 8.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 9.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 10.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

THERAPION NO. 11.—A sovereign remedy for all the various diseases of the human system, the use of which does irreparable harm by laying the foundation of disease and serious ailments.

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